Extension of Calcutta Metro System

392. SHRI ASHOK MITRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether representations have been received to extend the Calcutta Metro System up to Barrackpore in the north and Garia in the south;

(b) the estimated total capital cost for completing the expansion programme; and

(c) whether necessary allocations are proposed under the Ninth Five Year Plan for completion of the expansion work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK) (a) Yes, Sir.

(b) As per survey report, the estimated cost for Tollygunge-New Garia extension is Rs. 656.48 crore. No survey for Dum Dum-Barrackpore extension has so far been carried out.

(c) Under the revised Allocation of Business Rules, it is now for the Ministry of Urban Affairs and Employment to initiate action on such proposals.

Compartments in Kanyakumari-Gurwayour Express

393. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Kanyakumari-Gurwayour Express in Kerala is over-crowded; and

(b) considering the fact of overcrowding, whether Government will increase the number of compartments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) The train is well patronised but not fully occupied during the last year.

(b) The load of the train has been augmented by two coaches.

Installation of new signalling system at Secunderabad

394. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether a new signalling system, the Route Relay Interlocking system, has been installed at the Secunderabad Railway Station;

(b) if so, the main features of the system, the costs involved and the improvements expected in the safety of train operations; and

(c) the schedule drawn up, if any, for providing similar systems in other stations in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) Yes Sir, Route Relay Interlocking has been commissioned at Secunderabad Station on 3.1.98.

(b) (i) Cost involved is Rs. 548 lakhs.

(ii) *Improvements:*

— Main feature of the system is that just by pressing two buttons on the Central Panel, it is possible to set the entire route, check and clear a signal only in 10 seconds for reception and despatch of a train. Prior to commissioning of the Route Relay Interlocking system, the traffic was handled by 3 Independent Cabins involving operation of a large number of mechanical levers. It used to take 3 to 4 minutes to clear a signal, as it necessitated coordination amongst the various cabins. With the elimination of coordination amongst multiple cabin staff, the safety level of train operation is improved. Train movements at the entire station can be controlled and monitored from the single control cabin.

(c) The system is provided at major junction stations depending on traffic requirements. Similar work is sanctioned at Dornakal Jn. station in Andhra Pradesh.

Rail Accidents due to Derailment

395. DR. B.B. DUTTA:
SHRI KULDIP NAYYAR:

Will the Minister of RAILWAYS be pleased to state:

(a) number of railway accidents, zone-wise during last six months;

(b) how many of these accidents were due to derailments;

(c) number of passengers killed and injured in these accidents and property damaged;

(d) the main causes of derailment of trains; and

(e) details of steps taken to minimise such accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) Zone-wise number of consequential train accidents that had occurred on Indian Railways during the past six months are as detailed below:

Railways	Number of Accidents
Central Raiway	25
Eastern Railway	15
Northern Railway	18
North Eastern Railway	13
Northeast Frontier Railway	11
Southern Railway	30
South Central Railway	22
South Eastern Railway	30
Western Railway	23
GRAND TOTAL	187**

(b) and (c) During the above period there were 128** cases of derailments out of the above 187** accidents. 95** persons lost their lives and 149** persons suffered injuries. Damage to Railway property has been provisionally assessed at Rs. 18.07 crores.

**NOTE : Figures are provisional

(d) Main causes of derailments were human failure, track defects, sabotage and combination of factors.

(e) Some of the steps taken to bring down the incidence of derailments on Indian Railways are as under:—

1. Track structure is being strengthened by using 60 Kg rails on concrete sleepers. All rails are being converted into long welded rail panels by welding and removing fish-plated joints. Fan-shaped turn-outs and switches are being introduced.
2. Track is being maintained progressively by tie tamping and ballast cleaning machines. Track is also now begin laid with track renewal trains.
3. For monitoring of track geometry and running characteristics of track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being progressively used.
4. For detection of hidden flaws in the rails not visible to the naked eye, ultrasonic flaw detectors are being used. Inspections of points and crossings have been intensified.
5. The condition of rolling stock has been improved. Conventional 4 wheeled wagons with brass bearings and vacuum brake system are being replaced with better bogie, roller-bearing air-braked stock.
6. To prevent cases of cold breakage of axles, Routine Overhaul Depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.
7. Counselling and training of train passing staff and gatemen for detection of hot boxes has been intensified.
8. Examination pattern of goods and coaching trains has been rationalised.
9. Workshops have been advised to acquire ISO 9002 certification for roller bearing, laminated bearing springs and slack adjustor barrel repair sections having direct bearing on safety.
10. Capacity for periodical overhaul of coaches has been augmented by conversion of erstwhile workshops for metre gauge coaches at Ajmer, Dibrugarh, Hubli and Jodhpur into broad gauge.
11. Punitive action is taken against staff responsible for causing derailments.

कतिपय रेलवे स्टेशनों पर गाड़ी टिकट परीक्षक (टी०टी०ई०) उपलब्ध कराया जाना

396. **चौधरी हरमोहन सिंह यादव:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि केवल मऊ-पटना रेलवे स्टेशन पर ही गाड़ी टिकट परीक्षक को सहायक गाड़ी टिकट परीक्षक की सेवाएं उपलब्ध कराई गई हैं;

(ख) यदि हां, तो अन्य रेलवे स्टेशनों पर ऐसी सुविधाएं उपलब्ध न कराये जाने के क्या कारण हैं;

(ग) यदि नहीं, तो क्या दिल्ली, पंजाब और हरियाणा से मऊ आने वाले श्रमिकों से उन्हें धमकाकर अनुचित ढंग से पैसा वसूल किया जाता है; और

(घ) क्या सरकार ऐसे सहायक गाड़ी टिकट परीक्षक के परीक्षक विरुद्ध कोई कड़ी कार्रवाई कर रही है; यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) जी नहीं।

(घ) प्रश्न नहीं उठता। बहरहाल, रेलवे के वाणिज्यिक, सतर्कता, रेल सुरक्षा बल तथा जालसाज़ी विरोधी दस्तों द्वारा समय-समय पर अचानक जांचें की जाती हैं। दुराचार कार्यों में लिप्त पाए गए कर्मचारियों के विरुद्ध सख्त अनुशासनात्मक कार्रवाई की जाती है।

Progress of Daitari-Banspani line

397. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) what is the progress of Daitari-Banspani line in Orissa as on date;

(b) the year by which the line is expected to be completed and opened for traffic; and

(c) the steps taken to expedite the construction of the line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI RAM NAIK): (a) At present work is in progress between Kms. 0 to 124 from Banspani and 60% of the formation is ready in patches. 124 out of 354 minor bridges have been completed. Tenders have been finalised for 16 out of 26 major bridges and tenders for 10 bridges are under invitation.

The stage 2 clearance for land from Km. 124 to 155 has been received. The tree felling is in progress. Work will be taken up once the land becomes available.

(b) The present target date for completion of Daitari Banspani line is Dec., 2003, subject to availability of resources.

(c) Resources are being provided to the railway to suit the above target.

कांचरापारा रेलवे कार्यशाला में शिक्षुता (अप्रेन्टिसशिप) परीक्षा

398. **प्रो० राम बख्श सिंह वर्मा:**
श्रीमती मालती शर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि वर्ष 1995-96 में कांचरापारा रेलवे कार्यशाला में नवयुवकों ने शिक्षुता हेतु लिखित परीक्षा पास कर ली है;

(ख) यदि हां, तो क्या लिखित परीक्षा पास करने के बाद इस अवधि के दौरान उन नवयुवकों का कोई साक्षात्कार लिया गया है;

(ग) यदि नहीं, तो इसके क्या कारण हैं; और

(घ) उनका साक्षात्कार कब तक लिये जाने की संभावना है?

रेल मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी हां।

(ख) जून, 1997 के दौरान मौखिक परीक्षा पूरी हो गई है।

(ग) और (घ) प्रश्न नहीं उठता।

Decline in Running of Suburban Trains

399. SHRI JALALUDIN ANSARI:
SHRI GURUDAS DAS GUPTA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is serious decline in the running of suburban trains in the major cities of the country;

(b) if so, the number of suburban trains in the year 1991 and 1997 city-wise; and